







# Natomas Arena Reuse Planned Unit Development

Draft

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**AECOM** 

### **Table of Contents**

1.	Introduction	
	1.1 LOCATION AND CONTEXT	
	1.2 PROJECT GOALS	
	1.3 PURPOSE AND INTENT	4
2.	Plan Overview and Principles	7
	2.1 DESIGN PRINCIPLES	
	2.2 DESIGN FRAMEWORK	10
3.	Land Use Development Standards	
	3.1 CONCEPT AND LAND USES	18
	3.2 ADJACENCIES	
	3.3 RESIDENTIAL	
	3.4 EMPLOYMENT	
	3.5 COMMERCIAL	
	3.6 PARK AND OPEN SPACE	23
4.	Site-Specific Design Guidelines	
	4.1 RESIDENTIAL DEVELOPMENT	
	4.2 COMMERCIAL AND EMPLOYMENT DEVELOPMENT	29
<b>5</b> .	Circulation and Parking	. 33
	5.1 CONNECTION TO BASELINE ROADWAY NETWORK	
	5.2 SITE ACCESS FROM ROADWAYS	35
	5.3 CONNECTOR ROADWAYS	36
	5.4 LOCAL ROADWAYS	40

	5.5	PUBLIC TRANSIT	.41
		BIKE AND PEDESTRIAN CIRCULATION	
	5.7	PARKING	.45
6.	Puk	olic Realm	49
		ROADWAYS	
		COMMUNITY PARK	
	6.3	NEIGHBORHOOD PARKS	.53
		LINEAR PARKS	
		PRIVATE PLAZAS	
	6.6	DRAINAGE BASINS	. 55
<b>7.</b>	Lig	hting	<b>57</b>
		GENERAL GUIDELINES	
		ROADWAY AND WALKWAY LIGHTING	
	7.3	BUILDING LIGHTING (EXTERIOR)	.59
		PARKING LIGHTING	
	7.5	LANDSCAPE LIGHTING	.59
8.	Sig	nage and Graphics	61
	8.1	GENERAL SIGNAGE DESIGN REQUIREMENTS	.62
	8.2	DIRECTIONAL SIGNAGE	.62
	8.3	FREESTANDING SIGNAGE	.63
	24	TENANT SIGNAGE	63

### **List of Figures**

Figure 1: Project Location	2
Figure 2: Design Framework	11
Figure 3: Proposed Zoning Plan	
Figure 4: Surrounding Land Uses	19
Figure 5: Town Center District and Core Area Map	
Figure 6: Baseline Roadway Network	
Figure 7: Site Access	
Figure 8: Collector Roadways Cross Section Map	36
Figure 9: Innovator Drive Cross Section	37
Figure 10: Sports Parkway North Cross Section	37
Figure 11: Minor Collector Cross Section	38
Figure 12: Sports Parkway with One Side Parking Cross Section	38
Figure 13: Major Collector with Parking on Both Sides Cross Section	39
Figure 14: Collector Gateway Cross Section	39
Figure 15: Collector Gateway North Cross Section	40
Figure 16: Potential Light Rail Route and Stations Map	41
Figure 17: Bus Route and Stations Map	
Figure 18: Bike Network Map	44
Figure 19: Sidewalk Zones	51

### **List of Tables**

Table 1:	Minimum Setback Requirements	26
Table 2:	Building Height Limit Related to Adjacent Land Use	27
Table 3:	City of Sacramento Parking Requirement	31





### 1.1 LOCATION AND CONTEXT

The Natomas Arena Reuse Plan Area ("Plan Area") covers approximately 183 acres that includes the former Sleep Train Arena site in the City of Sacramento. The Plan Area is an infill redevelopment site located in North Natomas and is bounded by the semi-curvilinear ring of Sports Parkway. It is roughly bisected by Terracina Drive from the east and by an extension of Innovator Drive from the southeast. The environs immediately surrounding the site are composed of mixed-use commercial, multi-family residential, and vacant land uses, and are bounded by Del Paso Road to the north, Truxel Road to the east, Arena Boulevard to the south, and East Commerce Way to the west.

The Plan Area is also located close to the crossing of Interstate 80 and Interstate 5, between the Sacramento International Airport and downtown Sacramento. The size of the site, along with its freeway visibility and location provide a unique redevelopment opportunity to attract residents, employers and visitors to the area.

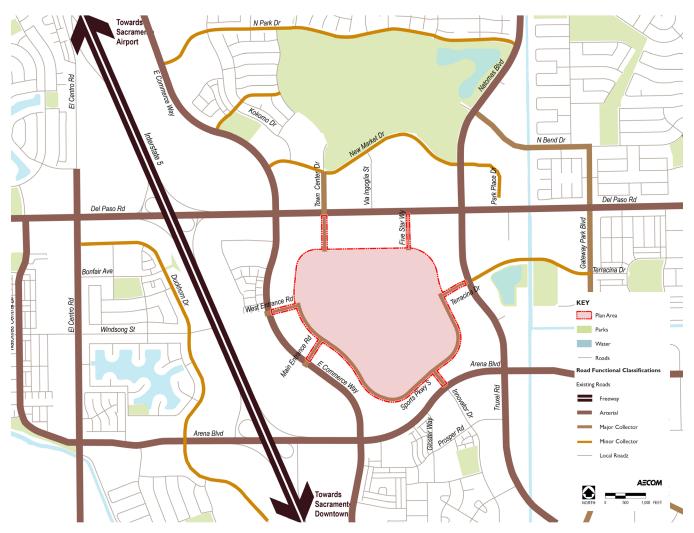


Figure 1: Project Location (Existing Conditions)

### 1.2 PROJECT GOALS

Redevelopment of the Plan Area is envisioned as a vibrant, livable, transit-oriented, mixed-product and mixed-density infill district, set in a predominantly built-out portion of North Natomas. The overarching goal of this project is to ensure the orderly and logical reuse of the Plan Area supported by the following sub-goals:

- To redevelop the property with mixed residential and employment uses consistent with the overall vision of a dynamic and desirable neighborhood and widely appealing commercial center.
- To make efficient reuse of a key infill opportunity site in North Natomas.
- To provide policy and design guidance for the future layout and mix of uses that promotes transit use, biking, and walking and would result in a sustainable and healthy place.
- To thoughtfully integrate public parks and open space areas in a manner that provides recreational opportunities and contributes to the area's overall character.
- To capitalize on the site's proximity to transit, existing employment centers, and neighborhoods by creating an attractive, well-defined, and integrated place to live, work and play.
- To promote a multi-modal transportation network by providing transit ready rights-ofway, lower parking ratios, car sharing and low emission vehicles, as well as bike parking for both individuals and the bike share program.



A dynamic mixed-use district



Promote transit opportunities



Integrated open space system

### 1.3 PURPOSE AND INTENT

The purpose of this document is to define the project vision and to guide development in the Plan Area. This document establishes development requirements and guidelines unique to the area that should be applied to all project development. These guidelines should be used in the planning and design of all projects within the Plan Area boundaries and would follow all relevant and applicable City codes, standards, and reviews. The Planned Unit Development ("PUD") is intended to present the desired planning and design characteristics that, when implemented, would help to ensure the realization of the vision of the Plan Area. These include:

- Development Guidelines describing recommended development attributes and elements unique to the Plan Area;
- Development Standards that include required development design attributes; and
- Development Objectives that are recognized and defined as goals for the area, and which strive to achieve the spirit of the vision for development in the Plan Area.



The PUD offers a unique opportunity to create a mixed residential and commercial urban destination

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The PUD is intended to serve as flexible road map leading to the establishment of a diverse, vibrant, and attractive destination at the geographic heart of the largely developed southern portion of North Natomas. The Plan Area is located between Downtown Sacramento and Sacramento International Airport, near the intersection of two interstate highways (I-5 and I-80). The Plan Area thus has the potential to serve as both a community and regional hub.

The project provides the opportunity to fulfill an exciting vision for urban infill development that could include housing, employment, a variety of goods and services, and other destination-oriented uses. This opportunity is complemented by the well-established surrounding uses, transportation network, anticipated future connection to light rail, and City policies that identify it as an urban core. The Plan Area is intended to accommodate distinctive residential neighborhoods of many different housing types and densities, commercial uses that could include mixed-use, major employers, or a combination thereof.

The public realm would serve as the framework from which various development projects would emanate. Safe, inviting, and efficient tree-lined streets would both connect the community and provide an attractive and memorable network for pedestrians, bicvclists, and motorists to conveniently move about, with key arrivals and destinations enhanced by urban open spaces. An important attribute of this framework would be context sensitivity, or the intentional design awareness of the end user, and the recognition of the differences between places—be it a safe and inviting neighborhood, or a vibrant and bustling mixed-use employment district. Each can be accommodated in the Plan Area, and both warrant design solutions that best meet the needs of their users.

Redevelopment of the Plan Area would be realized over time, resulting in a community composed of interesting places that complement one another and reflect the most current thinking and market conditions.



The integrated and balanced framework will help create a strong sense of place

### 2.1 DESIGN PRINCIPLES

The project is focused on the variety of opportunities that could come from reusing this important infill redevelopment site. Because the site is large, it offers the potential for a diverse collection of development scenarios. Being largely bounded by existing uses in

the heart of a thriving district, it must be designed to function as a responsible addition to the community. To achieve this balance of diversity and compatibility, the following design principles serve as the foundation for the Planned Unit Development:



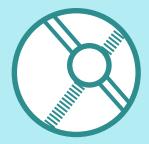
Create guidelines that allow flexibility and respect the development and market context



Provide guidance to allow for predictable decisions which may be implemented over an extended period of time



Create walkable neighborhoods and districts



Establish a transitready environment



Allow for a horizontal and vertical mix of land uses



Accommodate a variety of housing types and densities



Support opportunities for employment and other commercial uses



Foster the creation of an infill development that is composed of distinctive and attractive districts with a strong sense of place

### 2.2 DESIGN FRAMEWORK

The design framework is closely tied to the strength of the public realm, which would serve as the Plan Area's primary organizational element. This is enhanced by the careful allocation of thoughtfully designed open space areas that are complemented by building placement and massing, which could serve to create memorable, well-defined, and human-scaled places. This fundamental concept is considered applicable no matter the land use being proposed, be it a peaceful and attractive residential neighborhood, a vibrant mixed-use core area, or a significant employment center. Each area could be defined by inviting, pedestrian-friendly, tree-lined streets, enhanced by the buildings and open space areas that define the neighborhood or district.

The Plan Area can be organized in various ways as shown in Figure 2. Each conceptual design framework has different approaches to the primary organizational elements such as cores and centers, circulation, and open spaces. The three baseline framework strategies represent examples of distinct organizing concepts.

Among these three conceptual frameworks, the Central Core concept is the scenario that the current traffic study is built upon. The other two concepts will need additional traffic studies.



Mixed-use development core with a multi-purpose central park

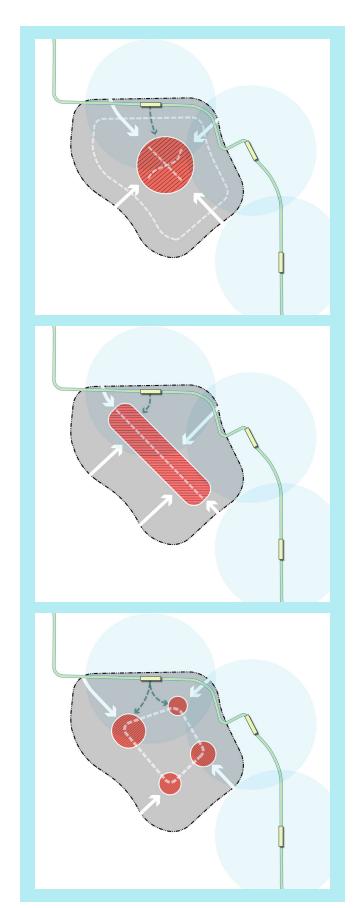


Figure 2: Design Framework

#### **Central Core**

- The core area would be centrally located in the heart of the Plan Area and would have direct and easy access from all directions by car and transit.
- A loop road would connect all surrounding neighborhoods in the Plan Area.
- A mix of various uses with the highest development density and building height would be concentrated in the central core area.
- The central core area would have a central park or plaza that is connected with surrounding neighborhood parks.

#### **Linear Central Corridor**

- The project could have a linear central corridor as a core area, which would serve as the most vibrant mixed-use district in the project.
- The central corridor is organized around the major street, which trends north-south. The street is carefully designed with urban streetscape and is fronted by active ground-floor uses such as shops, cafes, and restaurants.
- The central corridor is easily accessible by users in and out of the project through interconnected roads and transit networks.
- High-quality urban plazas or parks are provided within the corridor for recreational activities. These public spaces are connected with neighborhood open spaces through streets and linear parks.

#### **Multi-Core**

- Instead of the single core described in previous framework concepts, this concept provides multiple cores connected by an internal loop road.
- The cores are strategically located to be best accessed by major roads or transit.
- Each core has a distinct character, mix of uses, and density and locally serves its respective neighborhood.
- Each core has its own park, connected by sidewalks or linear parks.





Future Light Rail Station



1/4 miles to station

### 2.2.1 Land Use Concept

The land use concept is multifaceted, primarily supporting mixed development, followed by creating a pedestrian-friendly, transit-ready environment to address a variety of program and market influences. This forward-looking concept includes the opportunity to accommodate a variety of housing types and densities and thriving mixed-use core

areas based on rapidly changing demands on the contemporary workplace. Guidance for the land uses anticipated for the site is provided, and is organized with the goal of creating an attractive and market-supported project, while being aware of the uses surrounding the Plan Area.



Mixed-use development



Office campus



Retail center

### 2.2.2 Circulation Plan

The circulation network is the area's foremost organizational element, as well as being the method for safe, efficient, and attractive movement in the Plan Area, accommodating the needs of pedestrians, bicyclists, and motorists. To realize these important responsibilities, the roadway network is hierarchical and interconnected; areas intended to have vibrant and bustling streets have appropriately scaled and

designed streets and public areas, whereas areas that are intentionally planned to be more calm and tranquil have appropriately calibrated streets and public spaces. This approach is used so that the overall vision for the community may be efficiently and attractively implemented over time, while accommodating flexibility in land use types and locations.



Light rail transit center



Bus transit center



Bicycle and pedestrian path network

### 2.2.3 Open Space, Parks, and Recreation Concept

The public realm is envisioned as the thread weaving together the fabric of the Plan Area—be it in the form of attractive tree-lined streets, neighborhood parks, mixed-use district plazas, or connections to regional recreational amenities. The area's tree-lined streets would be designed in keeping with their setting—broad and accommodating in core areas, and more supportive of shade and strolling in residential districts. The same applies to parks and plazas, with

the parks in neighborhoods designed in part to meet area resident's recreational needs, and also to offer a peaceful place to rest. Similarly, some urban plazas would accommodate active, open events, such as small farmer's markets or fairs, while others would be more in keeping with a goal of providing local employees a pleasant place to rest or have lunch. Although different experiences, both are foreseen to contribute to the area's vitality and character.



Public plaza



Neighborhood park



Attractive street



Recreational trail

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This section provides the land use framework and development standards for the Plan Area to ensure realization of the project's vision, while allowing for flexibility and innovative design. These standards are built on existing policies, regulations, and guidelines of the Sacramento 2035 General Plan and the Sacramento City Code.

### 3.1 CONCEPT AND LAND USES

The Plan Area was used as a sports arena and training facility for the Sacramento Kings, and has been vacant since 2016. Because the project's surrounding area has been rapidly developed over the last 15 years, it is an ideal location for new development opportunities.

The Plan Area is centrally located in the North Natomas Community and borders the North Natomas Town Center to the north. The Town Center includes intense employment and commercial centers, and high density residential, civic, and regional park uses<sup>1</sup>. Additionally, the project would be served by a proposed light rail line, with easy access to three

light rail stations planned along Truxel Road and north of Del Paso Road<sup>2</sup>. The Plan Area is generally surrounded by a low-density employment center, with suburban commercial and suburban residential uses to the east, south and west. These conditions offer the project a unique opportunity to become a mixeduse community with transitional intensity. The project is envisioned to provide a balance of uses such as office, commercial, mixed-use, residential, open spaces and community amenities with appropriate density that is lower than the adjacent Town Center, but higher in central areas than a suburban community, similar to its surrounding context. Such mix of uses would help create a compact—yet lowerdensity—urban feel center in the growing city of Sacramento, enabling employees and residents in and near the Plan Area to enjoy a vibrant, convenient, and sustainable urban lifestyle.

To ensure the project's vision as a low-density urban center, development standards for the Plan Area should incorporate C-2 zone policies under Sacramento City Code, as well as guidance and regulations of Urban Center Low under the Sacramento 2035 General Plan.

2 Sacramento 2035 General Plan, Mobility, Figure M2, Light Rail Facilities



Figure 3: Proposed Zoning Plan

<sup>1</sup> North Natomas Community Plan, Page 3-NN-4

### 3.2 ADJACENCIES

The Plan Area is bounded by Sports Parkway as a perimeter road on three sides, and the northern side of the site shares a boundary with Town Center.

Land uses in the Town Center include a mix of office, commercial, residential, educational, civic uses, and open space. Other adjacent uses are generally low-density, low-rise development with suburban character. East of the Plan Area across Sports Parkway are various commercial uses, including retail,

office, restaurant, educational, and institutional uses. South of the Plan Area across Sports Parkway are commercial and residential uses, including multifamily residential, office, educational, and medical uses. Across Sports Parkway to the west, adjacent parcels are used as multi-family residential, retail, commercial, restaurant, and a religious facility. To the north of the Plan Area are commercial uses in the Town Center, including retail, office, educational, and restaurant.

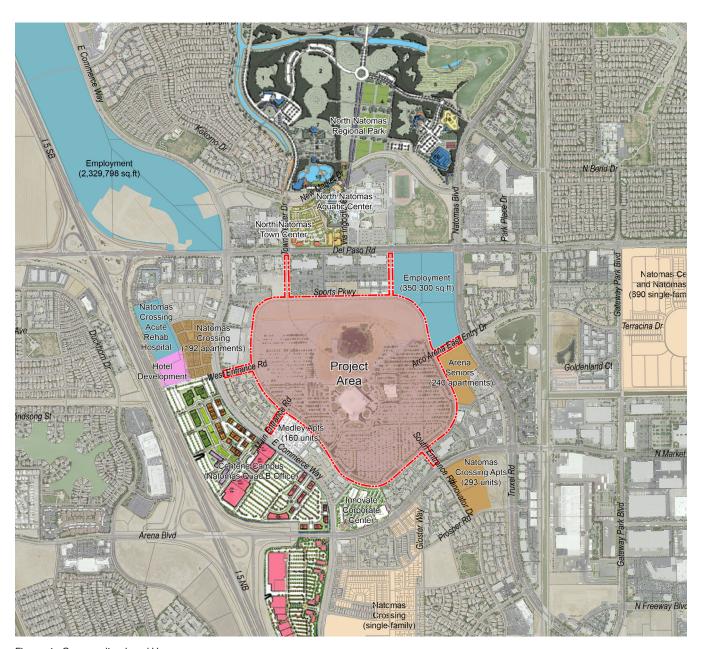


Figure 4: Surrounding Land Uses

### 3.3 RESIDENTIAL

The project could accommodate a variety of residential products to meet the needs of a variety of users. With its low-density urban center character, permitted residential uses under C-2 zone includes single-family residential, duplex, townhouse, and multi-family residential<sup>3</sup>.

Urban center residential should be strategically located near other land uses to promote walkability and reduce automobile trips where feasible. Residential units should have easy access to commercial uses and open spaces through streets, pedestrian paths, or bikeways.<sup>4</sup>

Residential lots should generally be small and narrow. Residential density in the Plan Area should typically be between 20 units per net acre to 150 units per net acre, <sup>5</sup> although may vary.



Small-lot single family residential



Townhouse



Multi-family residential

<sup>3</sup> Sacramento City Code, 17.216710 C-2 Zone-Permitted Uses

<sup>4</sup> North Natomas Community Plan, Residential, Page 3-NN-5

<sup>5</sup> Sacramento 2035 General Plan, Land Use and Urban Design, Urban Center Low, Page 2-74

### 3.4 EMPLOYMENT

As a new urban center, the Plan Area would include employment use as one of the primary functions. Employment use would create more jobs for the city, and is an important mechanism to promote economic development. Employment use also provides complementary residential and commercial opportunities. Employment use development intensity in the Plan Area should correlate to the distance to the Town Center and transit centers.

Employment uses should be intensified within 1/8 mile of the light rail stations where feasible.



Higher employment use development intensity around transit center

### 3.5 COMMERCIAL

The project should ensure sufficient commercial space to provide a variety of commercial activities to meet the daily and weekly needs of various users in the Plan Area and surrounding communities.

In the Town Center north of the Plan Area, there are two commercial centers on the eastern and western sides of the Town Center core area: the one to the east is a community commercial center, which serves daily retail needs of the residents, workers and visitors. The one to the west is a transit commercial center that serves retail needs of the transit riders.<sup>6</sup>

Commercial uses in the Plan Area would continue this commercial pattern, and provide both community commercial uses and transit commercial uses. The community commercial uses should be located along active areas such as the main street, gateway areas, or along major roadways or community parks or plazas. Transit commercial uses should be within walking distance to the proposed light rail stations.

The C-2 zoning is intended to accommodate a wide variety of land uses by definition or following requirements associated with conditional use permit. These uses range from a broad collection of sales and repair to a diverse indoor and outdoor destination uses such as amusement park and movie theaters.

arts, vocational schools, theaters, veterinary clinics or hospitals, and wholesale stores.<sup>7</sup>

Some conditional destination uses allowed in C-2 include outdoor amusement center, cinema (outside arts and entertainment district), drive-in theater, golf course, driving range and outdoor market.

Permitted commercial uses in the C-2 zone include the following: entertainment businesses, indoor amusement centers, museum, athletic clubs/fitness

studios, bed-and-breakfast inns, childcare centers,

cinemas, commercial services, community markets,

hotels and motels, self-service laundromats, non-

profit organizations, plant nurseries, restaurants, retail stores, schools of dance, music, art, and martial

7 Sacramento City Code, 17.216710 C-2 Zone-Permitted Uses



Commercial uses along Main Street

6 North Natomas Neighborhood Plan, NN.LU 1.38, Page 3-NN-24

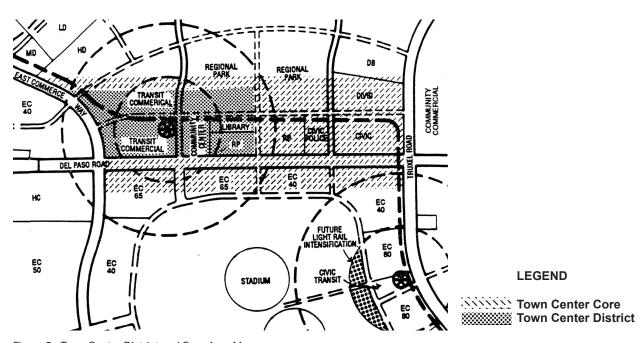


Figure 5: Town Center District and Core Area Map

### 3.6 PARK / OPEN SPACE

The Plan Area as an urban center should provide a variety of public spaces to support an urban lifestyle and the needs of residents, workers, and visitors. For example, community and neighborhood parks would be used by residents to play and relax; urban plazas and courtyards are areas for workers to have lunch and rest; and civic spaces and other gathering places can be enjoyed by visitors and residents for gatherings and celebrations.

To encourage public health and safety, public space in the Plan Area should be connected to nearby parks, open space areas, and recreational facilities to create a complete open space network. Open space networks can be realized by connecting parks and open space through various types of links, such as trails, sidewalks, bike paths, medians, and bridges. These links are important components of the project's circulation system, and would encourage alternative modes of transportation.<sup>8</sup>

To provide adequate open space amenities for residents in the Plan Area, open space should be provided within ½ mile of all residents<sup>9</sup>. The requirement for every 1,000 residents is 5 acres of neighborhood and community parks and other recreational facilities.<sup>10</sup>



Urban park for gathering and interaction



Neighborhood park with play structures



Interconnected bike paths can encourage the use of alternative transportation mode

<sup>8</sup> Sacramento 2035 General Plan, Education, Recreation and Culture, ERC 2.1.2, Page 2-260

<sup>9</sup> Ibid., ERC 2.2.3, Page 2-261

<sup>10</sup> Ibid., ERC 2.2.4, Page 2-261





The following design guidelines are intended to be used in conjunction with Section 3, "Land Use Development Standards." Together, these guidelines and standards would promote the high-quality site and building designs in the Plan Area. These guidelines are also consistent with the Sacramento 2025 General Plan and the Sacramento City Code.

### 4.1 RESIDENTIAL DEVELOPMENT

### 4.1.1 Residential Building Placement and Orientation

- Lower-density residential buildings, such as single-family and duplexes, should be arranged to front on public streets, or parks and open space.
- Higher-density residential buildings, such as townhouses and multi-family residential, should define the street edge along public streets with building walls and landscaping.
- Main façades and pedestrian entrances of all residential buildings should be located along public streets, or parks and open space.
- All residential buildings should be placed to take maximum advantage of views to nearby amenities and natural features such as iconic buildings, structures, parks, and open space.
- Higher-density residential buildings should be situated on street corners that bound the parcel.

- Parking and service entries of higher-density residential buildings should be located away from the main pedestrian entries and should be accessed from the side or back of the building.
- Where feasible, ground floor or other parking structures should generally be located towards the center of the parcel, away from sidewalks or highly visible areas.

### 4.1.2 Residential Building Setback Standards

There is no building setback requirement due to the project's urban center character. There is no minimum rear-yard setback, unless the rear yard of a lot is adjacent to an R-zoned (residential) or OB-zoned (Office Business Mixed Use) lot and is not separated by an alley, in which case the minimum rear-yard setback is 15 feet. There is no minimum interior side yard setback, unless the interior side yard of a lot is adjacent to an R-zoned (residential) or OB-zoned (Office Business Mixed Use) lot, and is not separated by an alley: the minimum interior side-yard setback is 5 feet.<sup>1</sup>

Front	Rear	Interior Side	Street Side
No Requirement	0*	0**	No Requirement

Table 1: Minimum Setback Requirements



Residential buildings front on public street



Parking located at the back of the building

<sup>1</sup> City of Sacramento 2013-2021 Housing Element, Table H 8-2, Page H 8-9

### 4.1.3 Residential Building Height

- Residential building heights in the Plan Area generally range from two to seven stories,<sup>2</sup> with some potential for one story.
- The maximum building height in the Plan Area is 65 feet. However, building height limits also depend on distances of a building from an R-1 (Single Unit Dwelling Zone), R-1B (Single Unit or Duplex Dwelling Zone), and R-2 zones (Duplex Dwelling Zone).<sup>3</sup> Detailed height limits influenced by such distances are shown in table below.<sup>4</sup>

Zones	Distance to R-1, R-1B and R-2 Zones (feet)	Height Limits (feet)
R-1	0 to 39	45
R-1B	40 to 79	55
R-2	80 +	65

Table 2: Building Height Limit Related to Adjacent Land Use.

- To avoid monotonous building forms, residential products with various building height should be encouraged. Residential buildings also need to provide appropriate transitions in building height.
- Buildings should be stepped down to no more than one story higher than permitted in the adjacent neighborhood unless separated by a roadway or other setback or buffer.<sup>5</sup>
- Buildings near major public gathering places, such as the main street, plaza, and central park, can also have higher building heights.

### 4.1.4 Residential Architecture

Residential buildings should be designed with consistent design integrity. Harmonious architectural elements such as massing, articulation, and building materials would promote quality and Plan Area unity.

### 4.1.4.1 Massing and Scale

- Bulky volumes that detract from pedestrian scale should be avoided.
- Building elements such as porches, bay windows, and balconies are encouraged for visual interest and to help break down building scale and mass.
- The upper story of a building should exhibit a lighter character than the base.
- Special massing treatment, such as step-back or extrusion is encouraged at the corners, entrances, or at feature areas.



Special architectural treatment at corner



Upper story of the building exhibit a lighter character

<sup>2</sup> Sacramento 2035 General Plan, Land Use and Urban Design, Urban Center Low, Page 2-74

<sup>3</sup> City of Sacramento 2013-2021 Housing Element, Table H 8-2, Page H 8-9

<sup>4</sup> Sacramento City Code, 17.216.720 C-2 zone—Height, density, lot coverage, and floor area ratios

<sup>5</sup> Sacramento 2035 General Plan, Land Use and Urban Design, Urban Center Low, Page 2-74

#### 4.1.4.2 Facade and Articulation

- Level of details and articulation should be consistent to all residential buildings with various densities.
- Add architectural features to emphasize front and corner facades.
- The ground level of higher-density residential building should be carefully designed to anchor the building, which can be accomplished with unique architectural design, materials, or color change.
- Roof treatment should include a cornice, eave parapet, cap, or distinctive roofline to provide visual interest in harmony with overall style.

### 4.1.4.3 Colors and Materials

 Materials used in all residential buildings should be high quality, and such materials should be used on all visible facades.



Architectural features help emphasize front and corner facades



Pedestrian-oriented residential street

- Color variety is encouraged. However, a limited number of colors should be used to maintain coherence of materials and color.
- Material changes should occur at intersecting planes, preferably at the inside corners of changing wall planes or where architectural elements intersect.
- Heavier materials should be used on lower elevations to define the building's base.

### 4.1.5 Circulation and Parking

#### 4.1.5.1 Circulation

- All residential development in the Plan Area should have interconnected street networks that link internal and external streets.
- Residential streets should be designed as pedestrian-oriented, and emphasize walking and biking.<sup>6</sup>
- All residential development should provide interconnected pedestrian networks that link to sidewalks, parks, open spaces, and other public areas.
- Bike lanes and trails are encouraged in residential development, and should be connected with citywide bike routes.
- If possible, all circulation systems, including roadways, pedestrian paths, biking, and bus routes should provide connections to transit centers to create an integrated, multi-modal transportation network.

### 4.1.5.2 Parking Requirements

- The minimum parking requirement for lowerdensity residential uses such as single-family, duplexes, and townhouses is 1 parking space per dwelling unit.<sup>7</sup>
- The minimum parking requirement for multi-family residential is 0.5 space per dwelling unit.<sup>8</sup>
- An extra 300 parking spaces may be required at the Arena Station for use as Park n-Ride spaces.<sup>9</sup>

<sup>6</sup> Sacramento 2035 General Plan, Mobility, Page 2-199

<sup>7</sup> City of Sacramento 2013-2021 Housing Element, Table H 8-5, Page H 8-17

<sup>8</sup> City of Sacramento 2013-2021 Housing Element, Table H 8-5, Page H 8-17

North Natomas Neighborhood Plan, NN.M 1.9, Page 3-NN-30

### 4.1.6 Garages

- To create a pleasant and pedestrian-friendly urban form, single-family residential garage widths should not exceed 50 percent of the total front facade width.
- Townhouse garage doors should not face public streets, if possible. When a townhouse garage is accessed from an alley or a private street, the garage door width should not exceed 70 percent of the facade width.
- Multi-family residential garages or carports should be clustered throughout the site. Garages may be placed in an interior parking court with access from a shared driveway.
- To minimize obstruction to pedestrian traffic, multi-family parking structures should be designed so that the entry and exit ramps are oriented towards service areas, rather than facing primary pedestrian streets.

# 4.2 COMMERCIAL AND EMPLOYMENT DEVELOPMENT

The project is envisioned as a lower-density urban center with ample opportunities for commercial and employment development. The development density of commercial and employment buildings would have an FAR ranging between 0.4 and 4.0.10

The following design guidelines for commercial and employment buildings would result in high-quality development projects consistent with the needs of the community.

## 4.2.1 Commercial and Employment Building Setbacks and Orientation

- There is no specific setback requirement for all commercial and employment buildings in the Plan Area.
- Buildings should be generally located along and oriented towards public streets wherever possible.
   Buildings should also be situated on street corners that bound the parcel.
- Buildings should have their visual and main functional activities facing the main street and/or public amenities.
- Building placement that creates opportunities for plazas, courtyards, or outdoor dining is strongly encouraged.
- It is encouraged to situate service and loading areas on secondary streets or at the back of the building.

<sup>10</sup> Sacramento 2035 General Plan, Land Use and Urban Design, Urban Center Low, Page 2-74



Townhouse garages accessed from an alley



Commercial buildings located along public streets and have main functional activities facing streets

### **4.2.2 Commercial and Employment Building Height**

- The maximum building height in the Plan Area is 65 feet. However, building height limits also depend on distances to the R-1, R-1B, and R-2 zones.
- To avoid monotonous building appearances, various building heights should be encouraged.
- To create a transit-oriented community and promote transit ridership, taller buildings should be encouraged but not required within walking distance to the transit centers.
- Buildings near major public gathering places, such as the main street, plaza, and central park, can also have higher building heights.
- Building heights should step down to not more than one story higher at the property line than permitted in the adjacent neighborhood unless separated by a roadway, rail corridor, or other setback or buffer.<sup>11</sup>
- 4.2.3 Commercial and Employment Architecture

### 4.2.3.1 Massing and Scale

- Building massing should be modulated and articulated using varying planes and horizontal and vertical elements to stimulate visual interest and variety.
- Special massing treatment, such as step backs or extrusions, is encouraged at the major street corners or public areas such as parks, plazas, and the transit center.
- Building facades should include vertical elements to break up largely horizontal massing.
- Stepbacks are allowed above the ground floor, and are encouraged above the third floor.

### 4.2.3.2 Articulation and Facade

- Active and attractive ground floor frontages, including but not limited to lobbies, shops, and cafes, are encouraged along primary streets. Parking and service structures should be located away from primary streets and should be accessed from secondary streets whenever possible.
- 11 Sacramento 2035 General Plan, Land Use and Urban Design, Urban Center Low, Page 2-74

- Building facades facing primary streets should be predominantly glazed or contribute positively to the streetscape. Continuous blank walls are highly discouraged.
- Pedestrian-friendly elements, such as awnings and eaves, are encouraged along ground-floor frontages.
- Treat all facades of the building, including parking structure if applicable, with equal architectural rigor, level of detail, and articulation.
- Building walls should be articulated through the use of texture, color, and material changes.

#### 4.2.3.3 Colors and Materials

- All surface treatments or materials should be designed to appear as an integral part of the design.
- The use of environmentally friendly and climateresponsive materials is encouraged.
- High-quality, attractive, and durable materials, and stronger, more distinguishable color tones, should be used for all buildings. Special attention should



Higher building height at the main entry



Pedestrian-friendly elements such as eaves and glazed ground-floor frontages are encouraged

- be given to the lower building levels to enhance the pedestrian experience.
- Buildings should be designed to incorporate daylighting. This includes the use of high-quality, energy-efficient glazing to reduce interior heat gain.
- Vivid accent colors may be permitted to highlight certain components of the building such as entrances or primary building corners.

### 4.2.4 Circulation and Parking

#### 4.2.4.1 Circulation

- All commercial streets in the Plan Area should be designed as interconnected street networks that link internal and external streets.
- Commercial streets that serve as a commercial corridor or destination should provide attractive streetscape elements such as wide sidewalks, furnishings, and on-street parking to promote walking, biking, and transit.
- Secondary commercial streets that serve as vehicular and parking access can have narrower sidewalk and fewer pedestrian amenities.

#### 4.2.4.2 Parking Requirements

 Parking requirements for commercial and employment uses vary. The table below shows a selected range of parking requirements, as defined in the Sacramento City Code.<sup>12</sup>



Commercial street with attractive streetscape elements to promote walkability

12 Sacramento City Code, 17.608.030, Table 17.608.030B Vehicle Parking Requirements by Parking Districts

Land Use	Parking Requirement
Office; medical clinic or office	Minimum 1 space per 2,000 gross square feet of building; maximum 1 space per 250 gross square feet of building
Restaurant	Minimum 1 space per 2,000 square feet of building
Retail store	Minimum 1 space per 2,000 square feet of building
Warehouse retail	Minimum 1 space per 2,000 square feet of building
Bed-and-breakfast inn	Minimum 1 for resident owner, manager
Commercial services	Minimum 1 space per 2,000 gross square feet of building
Hotel	No minimum requirements
Motel	Minimum 1 for resident owner, manager
Athletic club; fitness studio	Minimum 1 space per 333 gross square feet of building
Hospital	Minimum 1 space per patient bed
Assembly—cultural, religious, social; theater; night club	Minimum 1 space per 6 occupants
Childcare center	Minimum 1 space per 12 children
School—dance; music; art; martial arts; vocational; and tutoring center	Minimum 1 space per 2,000 square feet of building

Table 3: City of Sacramento Parking Requirement

Note: An extra 300 parking spaces may be required at the Arena Station for Park-n-Ride spaces.





The Plan Area is in the center of the North Natomas neighborhood, within close proximity to North Natomas Town Center and Arco Arena light rail station. The Plan Area would be served by an integrated and multi-modal circulation system that would enhance connectivity of all transportation modes, including roadways, pedestrian ways, bike paths, light rail, and bus.

This section provides standards for various circulation elements and parking facilities. These standards would contribute to the creation of a pedestrian-friendly environment and urban center character.

# 5.1 CONNECTION TO BASELINE ROADWAY NETWORK

The Plan Area consists of a hierarchy of interconnected streets. Major connector (Sports Parkway, Innovator Drive, and Collector Gateways) and minor collectors serve as the framework from which the local roadway network is tiered. The local streets provide the internal circulation network.

The major roads carry large volumes of traffic without compromising pedestrian-friendly features and attractive appearances. The local streets are narrower and provide a direct connection to the local community.

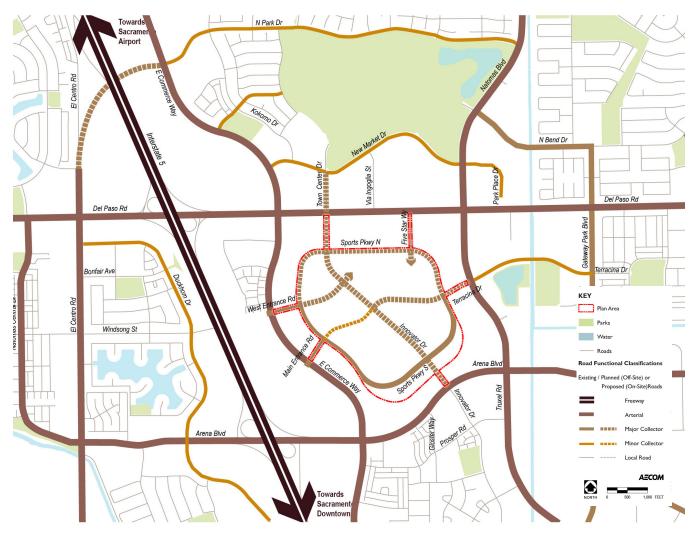


Figure 6: Baseline Roadway Network

# 5.2 SITE ACCESS FROM ROADWAYS

The Plan Area is bounded by Sports Parkway, and is connected to four surrounding arterial roads through six access roads.

Del Paso Road is the arterial road to the north, separating the Town Center Core Area and the Plan Area. It is connected to the Sports Parkway through Town Center Drive and Five Star Way. Town Center Drive provides a direct connection to the Town Center Core Area. Truxel Road is the arterial road to the east, and Arco Arena East Entry Drive serves as the eastern connection between Truxel Road and Sports Parkway. South Entrance Road is the southern entryway that links Arena Boulevard to the Plan Area. West Entrance Road and Main Entrance Road connect E. Commerce Way, and serve as the project's western entryways.



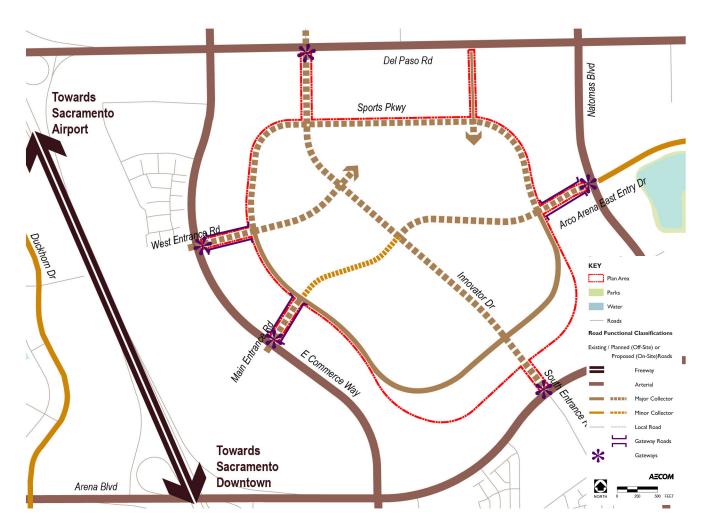


Figure 7: Site Access

### **5.3 COLLECTOR ROADWAYS**

There are seven types of collector roadways in the Plan Area that provide linkage between the Plan Area and adjacent development. Six of them are major collectors and one is a minor connector. Details of these collector roads are described in the following section.

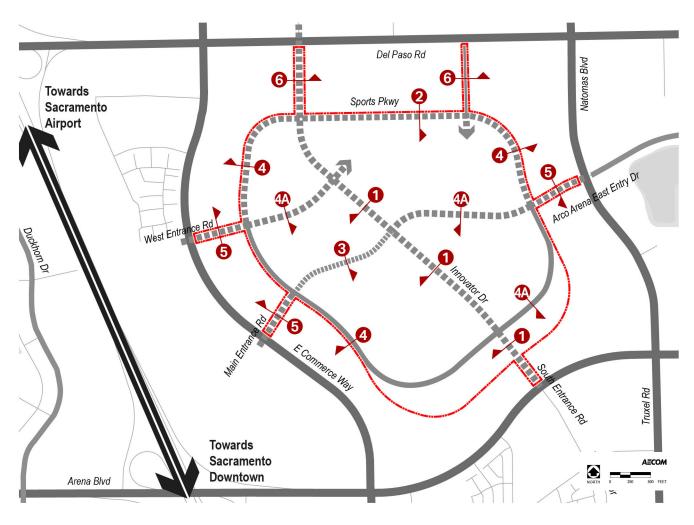


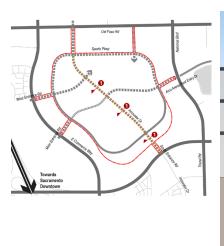
Figure 8: Collector Roadways Cross Section Map

#### 5.3.1 Innovator Drive

Innovator Drive is the major north-south thoroughfare that connects the Plan Area to the Town Center and southern neighborhoods. The right-of-way of Innovator Drive is 107 feet, providing four travel lanes, two in each direction; a 12-foot median, and 6-foot bike lane and on-street parking on both sides. Innovator Drive also provides 12.5 feet of sidewalk zone on each side; the sidewalk zone includes a 6.5-foot landscape zone and a 6-foot pedestrian zone for pedestrian circulation and commercial activities.

#### 5.3.2 Sports Parkway North

Sports Parkway North is the northern section of Sports Parkway that has an existing SMUD easement and future light rail on its northern side. The right-of-way of Sports Parkway North is 76 feet, which includes two travel lanes, one in each direction; a 12-foot median, and 6-foot bike lanes on both sides. Sports Parkway North also provides 12.5 feet of sidewalk zone on each side; the sidewalk zone is made up of a 6.5-foot landscape zone and a 6-foot pedestrian zone.



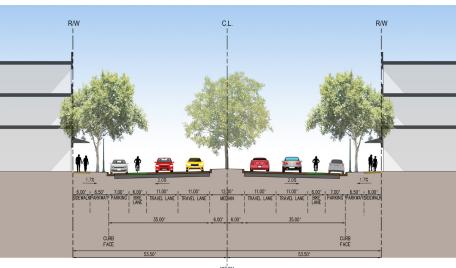


Figure 9: Innovator Drive Cross Section



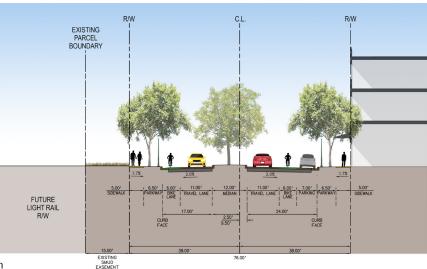


Figure 10: Sports Parkway North Cross Section

#### 5.3.3 Minor Collector

The Minor Collector road links Main Entrance Road to Innovator Drive.

The 71-foot right-of-way in the Minor Collector provides space for two travel lanes, 6-foot bike lanes, and on-street parking in both directions; also provided on both sides of the Minor Collector is an 11.5-foot sidewalk zone, which includes a 6.5-foot landscape zone and a 5-foot pedestrian zone.

# 5.3.4 Sports Parkway with One Side Parking

Sports Parkway with one side parking is the condition of the eastern and western sections of the Sports Parkway. The total right-of-way is 76 feet, including two travel lanes, a 12-foot median, 6-foot bike lanes in both directions, on-street parking on the inner side to serve internal development parcels, and 11.5-foot sidewalk zones on both sides.



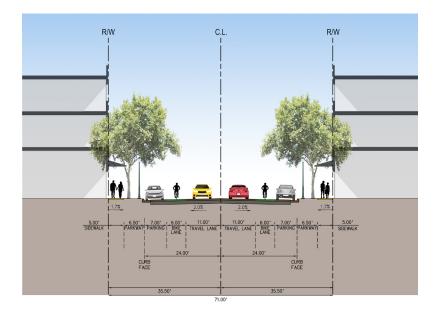


Figure 11: Minor Collector Cross Section



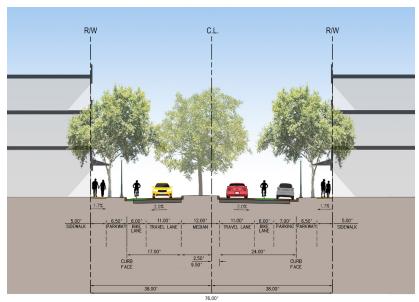


Figure 12: Sports Parkway with One Side Parking Cross Section

## 5.3.5 Major Collector with Parking on Both Sides

There are three Major Collectors with parking on both sides in the Plan Area, two of them provide connections from West Entrance Road and Arco Arena East Entry Drive to Innovator Drive; the other one is the southern section of the Sports Parkway. On-street parking is provided on both sides of these roads to serve development parcels on both sides.

The right-of-way of this type of collector is 83 feet, including two travel lanes, a 12-foot median, 6-foot bike lanes, on-street parking, and a 11.5-foot sidewalk zone in both directions.

#### 5.3.6 Collector Gateways

Collector Gateways are West Entrance Road and Main Entrance Road, two western access roads from E Commerce Way, as well as Arco Arena East Entry Drive, the eastern access road from Turxel Road. The right-of-way of Collector Gateway is 120 feet, which includes four travel lanes, two lanes each direction, and a 25-foot median or center turn lane. A 6-foot bike lane, on-street parking and a 12.5-foot pedestrian zone are provided on both sides of the road.



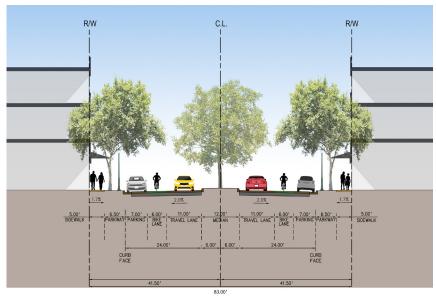


Figure 13: Major Collector with Parking on Both Sides Cross Section

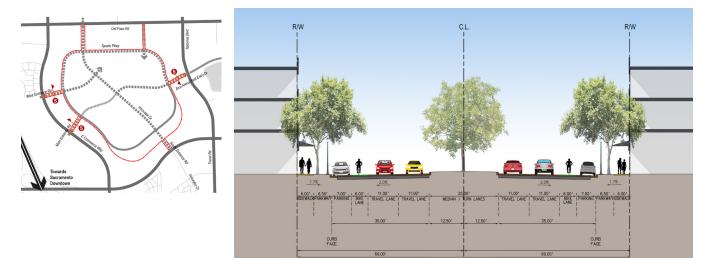


Figure 14: Collector Gateway Cross Section

### 5.3.7 Collector Gateway North

Collector Gateway North are the two northern access roads from Del Paso Road, Town Center Drive and Five Star Way. The right-of-way of Collector Gateway North is 60 feet and provides space for two travel lanes, a 12-foot median, a 6-foot bike lane and a 6-foot sidewalk in each direction.



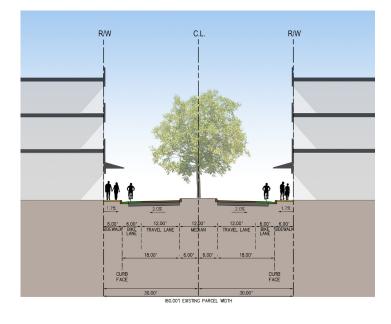


Figure 15: Collector Gateway North Cross Section

### **5.4 LOCAL ROADWAYS**

Local roadways are lower-traffic-volume streets that serve the interior of a neighborhood. Typical rightof-way of local roads is 40 to 60 feet, which could accommodate two travel lanes, bike lanes, on-street parking, and a sidewalk zone.<sup>1</sup>

<sup>1</sup> Sacramento 2035 General Plan, Mobility, M 4.4.1, Page 2-198



Minor collector road with parallel parking and bike lane



Local road serves the interior of a neighborhood

#### 5.5 PUBLIC TRANSIT

The Plan Area is centrally located in the North Natomas neighborhood, and is easily accessible by light rail and bus. Transit would become a catalyst for the creation of an urban environment that would encourage people to walk and bike.

### 5.5.1 Light Rail Route and Stations

The proposed light rail extension would give the Plan Area direct connections to the Sacramento International Airport and Downtown Sacramento. A proposed light rail station would provide direct transit service to and from the Plan Area.

The proposed light rail route runs along at the western side of Truxel Road up to East Entrance Drive, and enters the Plan Area by turning west along

East Entrance Drive. The route continues along the northern side of Sports Parkway, and extends to meet E Commerce Way, continuing along E Commerce Way to the north.

At the center of north Sports Parkway is a proposed light rail station. The station would provide a vital transportation resource and connection for residents, employees, and visitors. Additional nearby stations include Arena Boulevard station, less than 0.5 mile to the south and North Natomas Town Center Station, less than 1 mile to the northwest.

The area within 0.25 mile of the Arco Arena light rail station would become transit-oriented development (TOD) area. Within the TOD area, residential, commercial, and employment uses would surround the station, making the TOD area a truly urban core that is highly walkable and transit-accessible.

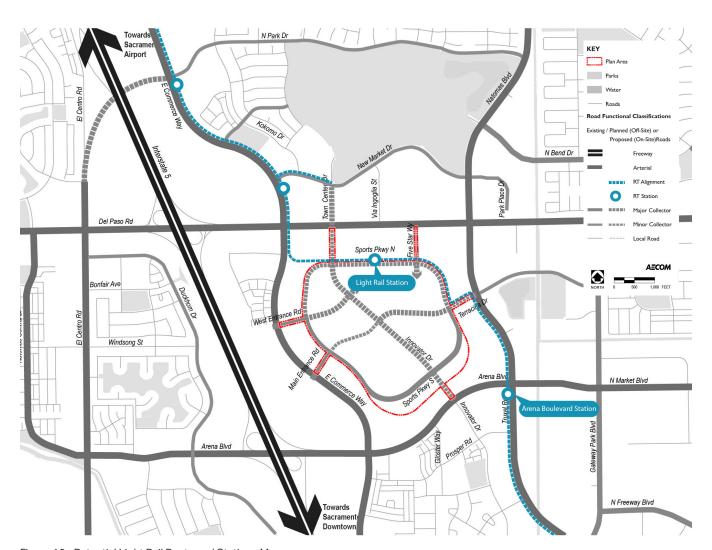


Figure 16: Potential Light Rail Route and Stations Map

#### 5.5.2 Bus Transit Centers

The Plan Area is currently served by the #11 bus route, running between downtown Sacramento and Club Center Drive in North Natomas.

#### 5.5.3 Bus/Shuttle Bus Stops

The #11 bus runs along Truxel Road, and there are three bus stops near the Plan Area. Truxel Road and Arena Boulevard is the southernmost stop that could serve the southern part of the project. This stop is less than 0.25 mile to the Arena Boulevard light rail station and South Entrance Road. The Truxel Road and Terracina Drive stop is at the project's East Entrance Road. It is within walking distance to the project's eastern area, and is the closest stop to the Plan Area. The Truxel Road and Del Paso Road stop is the northernmost stop that could serve the northern

area of the project, and it is less than 0.25 mile to Five Star Way, the northeastern access road to the project, and less than 0.5 mile to the Arco Arena light rail station.



A bus entering a bus station

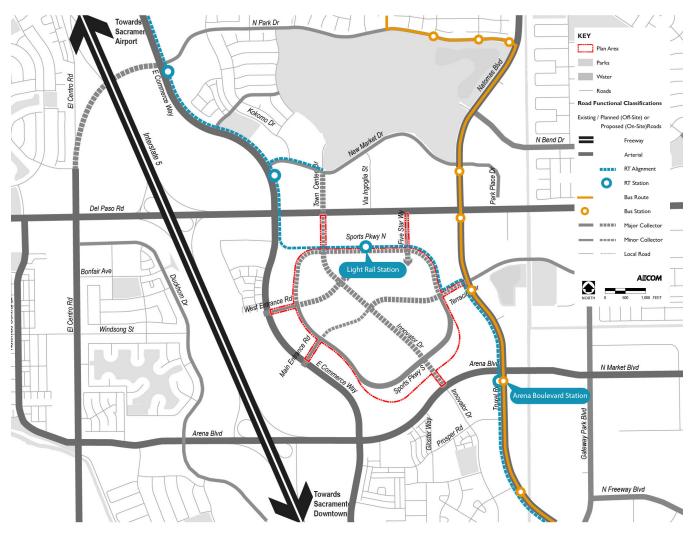


Figure 17: Bus Route and Stations Map

# 5.6 BIKE AND PEDESTRIAN CIRCULATION DESIGN FRAMEWORK

The bike and pedestrian network is an important component of a completed multi-modal transportation system. The project should provide safe and continuous biking and walking paths that would be located in public rights-of-way or dedicated trails.

#### 5.6.1 Pedestrian Circulation

Pedestrian circulation facilities in the Plan Area will include sidewalks, and pedestrian paths. All streets in the Plan Area would have carefully designed sidewalks. Sidewalks should consist of three zones: frontage, pedestrian through and landscape. The landscape zone should be planned between the pedestrian through zone and vehicular circulation zone to provide maximum safety for pedestrians. Pedestrian zones in the Plan Area should have minimum width of 5 feet to allow two people walk side by side.

Pedestrian crossings should be provided in every street intersection. In areas with heavy pedestrian traffic, mid-block pedestrian crossings may be needed. Every pedestrian crossing should provide pedestrian signals, push bottom or pedestrian signs.

Other pedestrian paths will be provided in various parks and open space. Some paths will be used by pedestrians only, while some paths can be shared by pedestrians and cyclists. Sidewalks, crosswalks, and walking paths should all be consistent with The Americans with Disabilities Act (ADA) regulations, and they should be seamlessly connected to create a continuous pedestrian network.



Carefully designed sidewalks will provide maximum safety for pedestrians



Mid-block crossing should provide pedestrian signs



Pedestrian path in a public park

#### 5.6.2 Bike Circulation

Bike circulation facilities in the Plan Area will be mainly bike paths located within street rights-of-way. Bike paths are encouraged on all streets within the Plan Area if possible. When street width allows, onstreet bike paths should have their own dedicated lanes in both directions, with a minimum width of 4 feet. On-street bike paths should be located at the edge of pavement between the sidewalk and vehicular circulation zone. When on-street parking is available, bike lanes should be located between the parking zone and vehicular circulation zone. When the street is too narrow to have dedicated bike lanes. travel lanes can be wider to share space with bike circulation. Such conditions will require bike symbols marked on street pavement. Bike lanes can also be designed as a raised lane that is adjacent to sidewalk at the same level. In this condition, special paving materials should be used on bike lane and pedestrian path to avoid conflict of each other and clearly define their dedicated circulation zones.

Like pedestrian crosswalks, bike crosswalks are also encouraged at intersections to create safe and continuous biking experience. Special paving and markings for bike crosswalks to help avoid conflicts with pedestrian crosswalks at intersections.

Bikes can also travel on off-street shared use paths that are typically provided within parks or open space. Such shared paths are recommended to be at least 10 feet wide for two-way bike travel.

All bike paths in the Plan Area should be interconnected and linked to the citywide biking network. Other bike support facilities, such as bike parking, lockers, and showers, should also be considered in the Plan Area, especially near the light rail transit center.

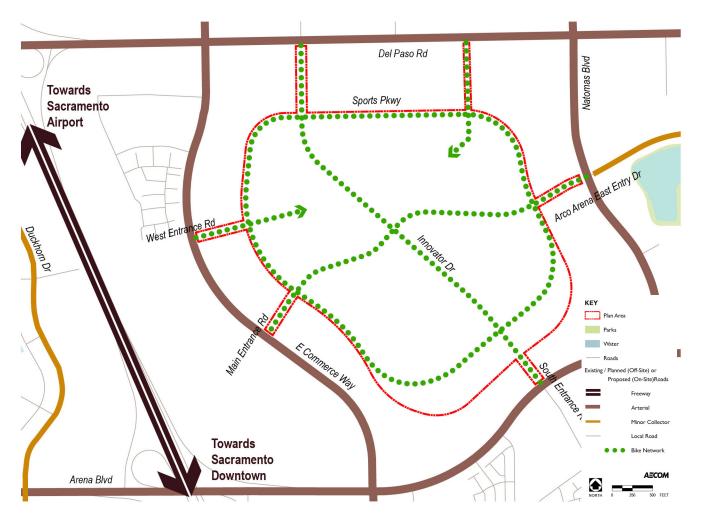


Figure 18: Bike Network Map

#### 5.7 PARKING

#### 5.7.1 Vehicular Parking

Vehicular parking in the Plan Area is made up of surface parking areas, parking structures, and on-street parking spaces. Together, these parking facilities would provide sufficient and efficient parking for all users. The Plan Area will be served by interconnected streets, pedestrian and bike paths, and public transit including bus and light rail. The interconnected multi-modal transportation system will allow people to explore anywhere in the Plan Area by foot, bike or transit.

The project's mix of uses, connectivity, and transit options could create opportunities for reduced parking requirement. Shared parking may also be considered, for instance, commercial and commuter parking can be shared with residential parking. Such shared parking can reduce parking demand and maximize parking utilization.

Meanwhile, with today's advanced technology in shared ridership services such as Uber and Lyft, as well as emerging autonomous vehicles, the parking demand in the Plan Area may be further reduced compared to traditional neighborhoods. Another method for reducing reliance on drive alone trips and the need for cars and parking can be the use of Transportation Demand Management (TDM) strategies that provide policies and incentives to use alternative transportation modes, also reduce the need for excess parking. With these strategies, lower parking ratios can be effectively achieved, and creates more opportunities for development and open space. Lower parking ratio could also help form a more pedestrian oriented urban environment that will encourage more people to use alternative transportation, reduce vehicular trips and create fewer carbon emissions.

Surface parking in the Plan Area should provide an attractive landscape treatment around and within the parking lot to provide shading and break down surface parking scale. Parking lots should also be designed to include adequate drainage, and should consider permeable pavement. Landscape medians between parking rows are recommended, as they can provide space for stormwater management and pedestrian paths. Pedestrian paths within parking lots should be aligned and connected to sidewalks. Landscape islands are also encouraged every 20 linear spaces, and at the end of each parking aisle.



Uber/Lyft car share program will significantly reduce parking demand



Landscape islands will be located at the end of every parking aisle



Landscape medians between parking can be designed as bioswales

Structure parking in the plan area can be standalone, integrated podium or integrated structure attached to commercial or residential uses. Standalone parking structures should be screened by vertical plantings or architectural elements to create appealing exterior walls. Integrated parking structures with commercial or residential uses should be designed as attractive elements of the primary buildings, and not be isolated or uncomplimentary.

Dedicated parking spaces for electric vehicles (EV) should be incorporated on surface parking lots and parking structures. EV charging poles and parking spaces should be located at designated areas with clear signs. Adjacent to transit center, carpool parking should be also provided in dedicated locations. Carpool and EV parking spaces should also be given priority by arranging them at primary locations to support low emission vehicles.



Parking structure designed with appealing facade



Designated EV parking with charging stations



Dedicated parking for carpool vehicles

#### 5.7.2 Bike Parking

Bike parking in the Plan Area falls into two categories; short-term and long-term. Short-term bike parking is designed for users for up to 2 hours. Short-term bike parking facilities include sidewalk bike racks and on-street bike corrals. Sidewalk bike racks should be located within the landscape zone of the sidewalk and should avoid creating conflict with pedestrian circulation. On-street bike parking should be located in the on-street parking lane. Short-term bike parking should be placed in higher density development areas and higher bike ridership areas, such as commercial districts and transit centers.

Long-term bike parking facilities include bike lockers, bike rooms and bike stations. Compared to short-term bike parking, long-term bike parking is a more secure way to park bikes. Bike lockers can typically secure one bicycle each, the user would need a key or access code to gain access. Bike rooms are indoor bike parking facilities that can be located in a building's ground floor or in parking garages. If space is limited, vertical bike racks and double decker racks in addition to floor racks can be installed. Users would need a key or a passcode to use the facility. Bike stations provide secure indoor parking for bikers like bike rooms, but can also provide other bike services such as bike repairs, sales, rentals, and showers.

The Plan Area will provide both short-term and long-term bike parking facilities and will offer a combination of the various facilities described in appropriate locations depending on user demand and space available.

The Plan Area also encourages bike share programs. Bike share is a short-term bike rental system that provides an easy and affordable transportation option. All shared bikes and shared low-speed electric bikes, such as scooters, should be parked in dedicated bike share stations or instructed parking areas located in landscape zones of the sidewalks or on-street bike parking zones. All bike share stations need to be installed and maintained by bike share operators.



On-street bike corrals in the parking lane



Bike lockers can lock one bike and accessories using a key or a passcode



Dedicated bike share station for shared bikes





A high-quality public realm that includes streets, parks, plazas, and other public spaces would greatly contribute to the project's character and urban life. The public realm would help weave together the various districts and neighborhoods by providing attractive and inviting gathering spaces where residents, workers, and visitors would spend time and interact with one another, and use the destinations, shops, and services found within.

The overarching goal of the public realm is to provide a multitude of benefits that would not only make the community memorable and enjoyable, but also one that positively contributes to creating a healthier environment for the city and the region.

The public realm in the Plan Area is to be made up of five types of spaces that are interconnected into a completed network. These typologies respond to their context, adjacent land use, and anticipated use. This section provides overall direction on the recommended character for each of these distinct open space typologies.



Community park as a central gathering place



Greenways with continuous recreational paths



Plazas provide casual outdoor dining opportunities



Safe and appealing streetscape

#### 6.1 ROADWAYS

Because the project is to be developed as an urban center, the major and minor roadways in the Plan Area would become important connectors to tie various uses and districts; meanwhile, they are also important components of the project's public realm. Roadways would be used by vehicles, bikes, and pedestrians to circulate in and out of the Plan Area; they would also serve as public space with shops, cafes, or housing facing these streets, and would be used for strolling, interaction, and experience.

The sidewalk zone in the roadway is a dedicated zone for pedestrian circulation and various pedestrian amenities. Sidewalk zones of any roadway in the Plan Area would have three sub-zones: a frontage zone, pedestrian through-zone, and landscape zone.

#### **6.1.1 Frontage Zone**

Frontage zone is the area along the building façade that faces street. This zone is encouraged to be occupied by building entries, or tables, seating, and merchandise displays of ground floor shops and cafes. Pedestrian and commercial activities in frontage zones would help create a vibrant and safe public realm.

Some architectural elements may encroach into the frontage zone, such as signage, awnings, and canopies. These elements should be designed harmoniously with the overall architecture and ground floor façade, and elevate the visual interest of the streetscape.

The widths of frontage zones vary by width of the total sidewalk zone and level of commercial activities along the roadway. Frontage zone width should be reasonable to accommodate commercial activities, but not take over space needed for pedestrian circulation.

#### 6.1.2 Pedestrian Through-Zone

A pedestrian through-zone is an unobstructed area for pedestrian circulation. The pedestrian through-zone should be paved with concrete and concrete unit pavers to provide a safe walking surface. The pedestrian through-zone design should also meet Americans with Disabilities Act requirements.

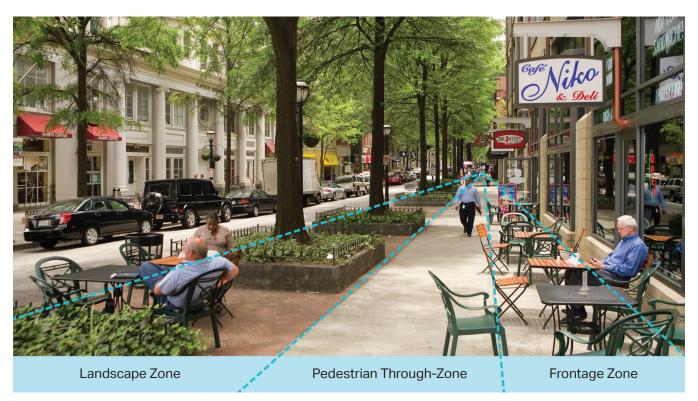


Figure 19: Sidewalk Zones

#### 6.1.3 Landscape Zone

The landscape zone is the outer area of the sidewalk zone. It provides space for street trees, lighting, and furnishing; and acts as a buffer between vehicular and pedestrian circulation.

One of the key elements in the landscape zone is street tree. Street trees should be mid-size drought-tolerant trees that have minimal obstruction of the ground floor commercial uses. Tree canopy should be at least 8 feet in height over sidewalks and 14 feet over the street<sup>1</sup>. Street trees should be planted in tree wells at a regular interval to provide shade and create a visual rhythm for the street.

Lighting and street furnishings such as benches, meters, newspaper corrals, trash receptacles, and bike racks should be all placed within the landscape zone.

Stormwater management is encouraged to be considered in roadway design to detain and treat runoff biologically. Stormwater management infrastructure in the Plan Area can be a combination of bio-swales, flow-through planters, pervious strips—which can be typically accommodated in the landscape zone, or pervious payment that can be used in the sidewalk zone or the entire roadway.

### 6.1.4 Transit Stops

Transit stops should be located in the landscape zone or median depending on transit lane location. If the transit stop is located in the landscape zone, additional space may be required to accommodate the transit stop. Such circumstances would require the landscape zone to be extended into the on-street parking or vehicular circulation area.

If transit uses the center lane or dedicated lanes, the transit stop can also be located in median islands or on a dedicated platform.

### 6.1.5 Median and Refuge Island

Some roadways would have a median in the middle to separate traffic in each direction. The median should be planted with native trees to provide a continuous structure; it should also have a native grass understory to provide color and seasonal interest.

A refuge island is a safety area for pedestrians to cross a wider street. It is typically designed within the median to create a two-stage crossing. Refuge islands should be at least 6 feet wide and should be clearly visible to drivers. All refuge islands at intersections should be extended past the pedestrian crossing.



Bio-swales can be used in the landscape zone for stormwater management



Refuge islands provide safety for pedestrian crossing

When major throughways run through the Plan Area, such as Innovator Drive, design of medians should emphasize continuity even if the roadway runs through various land uses, scales, and intensity.

<sup>1</sup> City of Sacramento Street Design Standards, 15.12.3, Page 20

#### **6.2 COMMUNITY PARK**

The community park is a major destination that is centrally located in the Plan Area. It would be the primary public gathering place within the community, intended to serve its residents, workers, and visitors. It is envisioned as a large gathering area, with flexible outdoor programs, and easily visible and accessible by the public.

The main feature of the community park should be a multi-use area that accentuates the space's civic potential. The community park should be designed as a highly inviting and attractive urban park.

The design of the community park would be a combination of hardscape and planted areas, all of which would support and complement the surrounding mixed-use, office, retail, and civic uses. It would allow for both casual and organized events, and serve as a destination in and of itself. The park would provide seating and gathering areas, public art, sculptural elements, a playground, and possibly water features. A comfortable, welcoming environment would be achieved by providing ample seating, shaded areas, and easily accessible routes entering the community park from all sides. It would be visually open and well-lit at night, imparting a feeling of safety for use at any time of day.

#### 6.3 NEIGHBORHOOD PARKS

There would be multiple neighborhood parks throughout the Plan Area. The neighborhood parks would be within walking distance of all residents, and are intended to serve the recreational needs of every neighborhood. These parks would have a more casual and natural character and would support more active programming such as sports fields and playgrounds.

Neighborhood parks should be designed to be visually open from adjacent roadways from surrounding areas to increase safety. When possible, buildings should be oriented to front onto the neighborhood parks to provide visual access to the parks. Sidewalks and formal entrances would be placed at key locations along park boundaries to facilitate access. Neighborhood parks should be landscaped with larger trees to create a shade canopy in key gathering areas. For example, both seating areas and playgrounds would benefit from being shaded during hot summer months to increase user comfort. In all areas of the park, native and drought-tolerant plant species should be used whenever possible to reduce water usage.



Community park is a multi-purpose gathering area



Community park can provide both hardscape and softscape spaces for various activities



Neighborhood park with playground

#### **6.4 LINEAR PARKS**

Linear parks are a series of green corridors that connect the major open space and parks in and around the Plan Area. They contain paths and bikeways for transportation, as well as other activities such as recreational or civic uses.

Depending on their location in the Plan Area and their surrounding land uses, linear parks can have various characters and programs. When surrounded by retail and commercial uses, linear parks can provide activities such as jogging or biking paths, and small gathering pockets. Design of such active linear parks can have more urban elements such as paving, seating, gridded trees, and water features. When adjacent to neighborhoods, linear parks can also have passive uses, and can have linking paths as their main function, with less gathering.

#### **6.5 PRIVATE PLAZAS**

Privately owned plazas are encouraged to add further amenities and enhancement to the public realm. Additional plazas can be used along major pedestrian routes to provide informal gathering areas. Plazas should be designed to incorporate elements like seating, public art, decorative landscaping, and unique paving treatment, among other design techniques, to enliven the public space. Due to the large proportion of paved areas, plazas serve as ideal areas for markets, events, and festivals.



Urban linear park with ample seating and a formal pedestrian path



Neighborhood linear park with a jogging path



Plazas provide space for special events



Plaza designed with public art and water features

#### **6.6 DRAINAGE BASINS**

Drainage basins are topographically depressed from the surrounding landscape to collect and detain surface runoff on the land before releasing it to the Sacramento River.<sup>2</sup> The depression creates sufficient area to meet the required stormwater capacity in a large rain event.

The programming and design of drainage basins should be based on adjacent land uses, and the area tailored to meet the needs of those specific users. In addition to stormwater management, drainage basins can also be used as multi-functional passive or active recreational areas, such as sports fields, amphitheaters, or aesthetic amenities.

Integration of soft and hard edges along drainage basins creates flexible seating and gathering areas along the edges. The edges of drainage basins should be landscaped with native plants, and connected to other parks and open spaces in the Plan Area through paths that lead to the basins.



Drainage basins can be used as sports fields



Drainage basin used as a play area with seating at the edge of the basin



Drainage basin designed as a amphitheater

<sup>2</sup> North Natomas Neighborhood Plan, Drainage System, Page 3-NN-9





Lighting is an important component to create a 24/7 community that allows for safe activities at night. Appropriate lighting should be used to provide illumination for the security and safety of roadways, pathways, and parking, as well as parks and plazas. High-quality lighting and efficient use of energy should be applied to all development in the Plan Area to create a cohesive appearance, and also to avoid negative aspects from light pollution, glare, or light trespass.

The lighting guidelines in this chapter give general guidelines for the Plan Area, and more specific guidelines for special areas.

#### 7.1 GENERAL GUIDELINES

- Level of illumination should be appropriate to create safe and secure places.
- Site lighting shall be architecturally compatible and consistent in design between sites.
- Street address numbers and building numbers should be illuminated at night. Lighting should be placed and designed to avoid light trespass, light glare, and skyglow.
- Integrate solar-powered lighting to increase energy efficiency.

# 7.2 ROADWAY AND WALKWAY LIGHTING

- Roadway lighting should be installed within the sidewalk landscape zone, and should be linearly placed with even intervals.
- Light fixtures should be installed to avoid being blocked by street trees. Therefore, the location of light fixtures and height of light poles should consider street tree locations and height.
- Lighting should be provided at the minimum level to accommodate safe pedestrian and vehicle movements without causing any off-site glare.
- Sidewalk lighting should be pedestrian-scale, and should provide for safe use of pathways and pedestrian areas. Pedestrian pole lighting should be no more than 14 feet in height, pedestrian bollard lighting should be no more than 3 feet in height.<sup>1</sup>



Light fixtures are architecturally compatible and consistent in design



Sidewalk lighting is pedestrian-scale and provides appropriate level of illumination



Pedestrian bollard lighting along a pathway

<sup>1</sup> Citywide Commercial Design Guidelines, Design Guidelines 18-3, P38

# 7.3 BUILDING LIGHTING (EXTERIOR)

- Lighting should be provided at building entries for safety and directional purpose.
- Light fixtures should be designed to be architecturally compatible with the architectural design of the Plan Area. If different architectural styles are designed for various districts, lighting in each district should also be consistent with the specific style.
- The level of illumination should be appropriate for the buildings' use. Mixed-use buildings would require a higher level of illumination for active uses throughout day and night. Office buildings would require less illumination due to limited users during the night.
- · Flashing and neon lighting are not allowed.
- Roof should not be illuminated; canopies and awnings should also not be internally illuminated.
- Outdoor decorative lighting can only be used to highlight significant architectural features.

#### 7.4 PARKING LIGHTING

- Lighting in all parking areas should have adequate illumination levels to create a safe driving environment. Glare from direct lighting resource is dangerous and should not be allowed.
- Light fixtures in the parking lot should be in scale with the lighting pole height. Light fixtures and poles should be consistent with adjacent building styles. Pole mounted lighting should be no taller than 16 feet for energy efficiency.<sup>2</sup>
- Parking garage interior lighting levels should be consistent with adjacent street lighting to avoid being too dark or too bright in the context.

#### 7.5 LANDSCAPE LIGHTING

- Landscape lighting should be subtle. Light resources should be shielded to prevent light trespass.
- Light fixtures should be harmonious with softscape and hardscape designs.
- Walkways in the landscaped area should be lighted for pedestrian safety, especially in dangerous areas such as stairways, ramps, and intersections.



Exterior building lighting is used to highlight architectural features



Solar-powered light fixtures used in the parking lot are mounted at appropriate height



Landscape lighting fixtures are harmonious with softscape and hardscape designs

<sup>2</sup> Citywide Multi Unit Dwelling Design Guidelines, Design Guidelines 11-2, P22





This chapter provides general guidelines for all signage and specific guidance on various types of signage.

Signage and graphics on buildings and in the public realm should be consistent with the overall project design, but should not detract from architectural and landscape elements. Each building or group of buildings should have a consistent and comprehensive signage program. Placement, scale, and readability should be considered in signage design.

# 8.1 GENERAL SIGNAGE DESIGN REQUIREMENTS

- Signage should be located so as to be visible from streets and paths without conflicting with safe vehicular movement and visibility.
- The size of signs should be modest, and afford businesses sufficient visibility and identification without dominating or obscuring the architectural elements of a building.
- Design and construct signs of durable, highquality weatherproof materials.
- Limit the total number of colors used in any one sign. Small accents of several colors make a sign unique and attractive, but many different colors reduce readability.
- Limit text on signs to convey the business name or logo. Eliminate words that do not contribute to the basic message of the sign.
- Illuminate signs only to the minimum level required for nighttime readability.

#### 8.2 DIRECTIONAL SIGNAGE

- Directional signage is used for wayfinding, and should be placed near the site entry.
- Signage placement should avoid creating conflict with vehicular or pedestrian circulation.
- Directional signage should be designed harmoniously with architectural style and color.
- Signage should be appropriately illuminated at nighttime for visual clarity.



Signage with limited text and colors



Signage is illuminated to the minimum level for nighttime readability



Directional signage placed at the edge of an entryway to avoid conflict with pedestrian circulation

#### 8.3 FREESTANDING SIGNAGE

- Freestanding signage should be placed at major entryways and should be designed with landscape features.
- Massing and placement of the freestanding signage should be appropriate to provide clear line of sight at entryways, and be harmonious with adjacent development.
- Materials and colors used on freestanding signage should be harmonious with adjacent architectural materials and colors.

#### **8.4 TENANT SIGNAGE**

- Tenant signage can be wall-mounted, projected perpendicular to the exterior wall, or can be affixed to awnings. All tenant signage should have consistent color with its affiliated building.
- Wall-mounted signs should be placed in the center of a blank wall, or in locations that are compatible with the architectural components and details.
   When multiple signs are needed, wall signs should complement each other in shape and color.
- Projected signage should be installed perpendicular to the exterior wall, and groundlevel tenant signage should be designed at pedestrian scale.
- Awning signs are typically imprinted on awning fabrics. Such signage should be simple; and have limited color, text, or logo.



Freestanding signage placed at major entry



Projected signage are installed perpendicular to the exterior wall and designed at pedestrian scale



Simple awning signs are imprinted on awning